

CHAP. 78.—An Act Granting the consent of Congress to the State of Illinois to construct, maintain, and operate a bridge across the Pecatonica River northwest of Rockford, Illinois, in section 5, township 27 north, range 11 east, fourth principal meridian.

January 31, 1931.

[H. R. 11779.]

[Public, No. 591.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby granted to the State of Illinois to construct, maintain, and operate a free highway bridge and approaches thereto across the Pecatonica River, northwest of Rockford, Illinois, at a point suitable to the interests of navigation, in section 5, township 27 north, range 11 east, fourth principal meridian, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Pecatonica River.
Illinois may bridge,
near Rockford.

Location.

Construction.
Vol. 34, p. 84.

Amendment.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, January 31, 1931.

CHAP. 79.—An Act To amend the Act of April 9, 1924, so as to provide for national-park approaches.

January 31, 1931.

[H. R. 12404.]

[Public, No. 592.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act entitled "An Act authorizing the construction, reconstruction, and improvement of roads and trails, inclusive of necessary bridges, in the national parks and monuments under the jurisdiction of the Department of the Interior" (43 Stat. 90; U. S. C., title 16, p. 390, sec. 8), approved April 9, 1924, is hereby amended by adding the following:

National parks.
Extension of road
systems in.
Vol. 43, p. 90,
amended.
U. S. C., p. 390.
Post, p. 1570.

New matter.

"SEC. 4. Whenever the Secretary of the Interior shall determine it to be in the public interest he may designate as national-park approach roads and as supplementary parts of the highway systems of any of the national parks roads whose primary value is to carry national-park travel and which lead across lands wholly or to the extent of 90 per centum owned by the Government of the United States and which will connect the highways within a national park with a convenient point on or leading to the Federal 7 per centum highway system: *Provided*, That such approach roads so designated shall be limited to not to exceed sixty miles in length between a park gateway and such point on or leading to the nearest convenient 7 per centum system road; or, if such approach road is on the 7 per centum system, it shall be limited to not to exceed thirty miles: *Provided further*, That not to exceed forty miles of any one approach road shall be designated in any one county.

Approaches to be
designated.

Purposes declared.

To connect with Fed-
eral aid highways.

Proviso.
Length restrictions.

Maximum mileage in
any one county.

"SEC. 5. The Secretary of the Interior is hereby authorized during the fiscal years 1932 and 1933 to construct, reconstruct, and improve such national-park approach roads so designated, inclusive of necessary bridges, and to enter into agreements for the maintenance thereof by State or county authorities, or to maintain them when otherwise necessary, as well as hereafter to construct, reconstruct, and improve roads and trails within the national parks and national monuments; and for all such purposes there is hereby authorized to be appropriated, out of any money in the Treasury not otherwise appropriated, the following sums: \$7,500,000 for the fiscal year ending June 30, 1932; the sum of \$7,500,000 for the fiscal year ending June 30, 1933: *Provided*, That under agreement with the Secretary of the Interior the Secretary of Agriculture may carry out any or all of the provisions of this section: *Provided, further*, That not to exceed \$1,500,000 shall be allocated annually for

Improvements dur-
ing fiscal years 1932 and
1933.

State, etc., mainte-
nance.

Construction, etc.

Sums authorized.

Proviso.
Jurisdiction of Secre-
tary of Agriculture.

Annual allocations for
approach roads.

Authority to construct park roads, etc., by Secretary of the Interior not affected.

National forest roads to require approval of Secretary of Agriculture.

the construction, reconstruction, and improvement of such national park approach roads: *And provided further*, That nothing in this Act shall be construed to limit the authority of the Secretary of the Interior to hereafter construct, reconstruct, improve, and maintain roads and trails within the national parks and national monuments.

"SEC. 6. Whenever any such approach road is proposed under the terms of this Act across or within any national forest the Secretary of the Interior shall secure the approval of the Secretary of Agriculture before construction shall begin."

Approved, January 31, 1931.

January 31, 1931.

[H. R. 13516.]

[Public, No. 593.]

CHAP. 80.—An Act To extend the times for commencing and completing the construction of a free highway bridge across the Hudson River, between the cities of Albany and Rensselaer, New York.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the times for commencing and completing the construction of a bridge across the Hudson River, between the cities of Albany and Rensselaer, New York, authorized to be built by the superintendent of public works of the State of New York, by an Act of Congress approved January 24, 1930, are hereby extended one and three years, respectively, from January 24, 1931.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, January 31, 1931.

Hudson River.
Time extended for bridging, between Albany and Rensselaer.
Amde, p. 61, amended.

Amendment.

January 31, 1931.

[H. R. 13517.]

[Public, No. 594.]

CHAP. 81.—An Act To extend the times for commencing and completing the construction of a free highway bridge across the Hudson River, at the southerly extremity of the city of Troy, New York.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the times for commencing and completing the construction of a bridge across the Hudson River, at the southerly extremity of the city of Troy, New York, authorized to be built by the superintendent of public works of the State of New York, by an Act of Congress approved April 18, 1930, are hereby extended one and three years, respectively, from April 18, 1931.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, January 31, 1931.

Hudson River.
Time extended for bridging, at Troy, N. Y.

Amde, p. 171, amended.

Amendment.

January 31, 1931.

[H. R. 13532.]

[Public, No. 595.]

CHAP. 82.—An Act To extend the time for the construction of the bridge across the Rio Grande at or near San Benito, Texas.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the times for commencing and completing the construction of a bridge authorized by Act of Congress approved February 15, 1929, to be built by the Rio Grande del Norte Investment Company, across the Rio Grande at or near San Benito, Texas, are hereby extended one and three years, respectively, from February 15, 1931.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, January 31, 1931.

Rio Grande.
Time extended for bridging, at San Benito, Tex.
Vol. 45, p. 1181, amended.

Amendment.